



STAFF REPORT

PC Meeting Date:	February 19, 2020
Agenda Title:	Rezoning #REZ2019-00023, Wellington Road Wi-Not Stop
District Impact:	Brentsville Magisterial District
Requested Action:	Recommend Approval of Rezoning #REZ2019-00023, Wellington Road Wi-Not Stop, subject to the proffers dated February 5, 2020.
Department:	Planning Office
Case Planner:	Keasha Chappell Hall

EXECUTIVE SUMMARY

This is a request to rezone a ±0.9-acre site from A-1, Agricultural, to B-1, General Business, and consolidate said parcel with an adjacent parcel, resulting in a total acreage of ±2.12 zoned B-1, General Business.

- The site is addressed as 9053 and 9033 Wellington Road, and is identified on County maps as GPINs 7696-51-8794 and 7696-61-1189. The subject site is located immediately northwest of the intersection of Wellington Road and Rixlew Lane.
- The subject proposal allows for the renovation and expansion of an existing motor vehicle fuel station pursuant to #SUP89-57 and #REZ1989-0094.
- The application also includes a modification of the use restrictions, development standards, and signage restrictions in the Technology Overlay District (TeOD).
- The site is zoned A-1, Agricultural, and B-1, General Business, pursuant to proffers #REZ1989-0094; and is designated REC, Regional Employment Center, in the Comprehensive Plan. The subject site is located within Data Center Opportunity Overlay, Airport Safety Overlay, and Technology Overlay District, and is located in the Innovation Sector Plan.

It is the recommendation of staff that the Planning Commission recommend approval of Rezoning #REZ2019-00023, Wellington Road Wi-Not Stop, subject to the proffers dated February 5, 2020.

BACKGROUND

- A. Request: This is a request to rezone a ±0.92-acre site from A-1, Agricultural, to B-1, General Business, and consolidate said parcel with an adjacent parcel, resulting in a total acreage of ±2.12 zoned B-1, General Business. The subject proposal allows for the renovation and expansion of an existing motor vehicle fuel station pursuant to #SUP89-57 and #REZ1989-0094.

Uses/Features	Existing	Proposed
Zoning	A-1 Agricultural (±0.9-acres) B-1, General Business (±1.2-acres)	B-1, General Business (±2.12-acres)
Use(s)	±2,080 SF Convenience Store & Motor Vehicle Fueling Station with 5 double-sided fuel pumps	±3,500 SF Convenience Store & Motor Vehicle Fueling Station with 5 double-sided fuel pumps
Access	One from Rixlew Lane Two from Wellington Road	One from Rixlew Lane Two from Wellington Road
Freestanding Sign	2 freestanding business signs	2 freestanding business signs Max height 10 feet

- B. Location: The property is located at the northwest quadrant of the intersection of Wellington Road and Rixlew Lane, is currently addressed 9053 and 9033 Wellington Road, and is identified on County maps as GPINs 7696-51-8794 and 7696-61-1189.
- C. Comprehensive Plan: The site is designated REC, Regional Employment Center, and Innovation Sector Plan, in the Comprehensive Plan.
- D. Zoning/Acreage: The ±2.12-acre site is currently zoned A-1, Agricultural, and B-1, General Business, with proffers pursuant to #REZ1989-0094. The subject site is located within the Data Center Opportunity Overlay, Airport Safety Overlay, and Technology Overlay District.
- E. Surrounding Land Uses: The subject site is an existing business that is primarily surrounded by commercial and industrial uses. However, there are approximately four residential parcels, zoned A-1, immediately west of the subject site. Additionally, the site is located adjacent to the Norfolk-Southern railroad tracks.
- F. Background and Context: The existing motor vehicle fuel sales business was built at this location in 1994 pursuant to #SUP89-57 and #REZ1989-0094. The subject proposal includes a request to demolish, rebuild, and expand the existing convenience store from 2,080 square feet to 3,500 square feet. The fueling station and canopy design will be reconfigured, but the number of fueling stations will remain the same.
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STAFF RECOMMENDATION

Staff recommends approval of Rezoning #REZ2019-00023, Wellington Road Wi-Not Stop, subject to the proffers dated February 5, 2020, for the following reasons:

- The proposed expansion of the existing motor vehicle fueling station will improve circulation constraints onsite.
- The Applicant has provided architectural elevations illustrating compatible architecture and quality materials that are consistent with the Community Design Chapter of the Comprehensive Plan.
- The proposed site improvements and landscaping will enhance the visual appearance of the existing use and surrounding area.

Comprehensive Plan Consistency Analysis

Long-Range Land Use: The site is designated REC, Regional Employment Center, on the Long-Range Land Use Map, and the proposed rezoning is inconsistent with the REC, Regional Employment Center, long-range land use designation. Additionally, the proposed expansion of the motor vehicle fuel station use is inconsistent with the TeOD, Technology Overlay District. As stated in the Zoning Ordinance, motor vehicle fueling stations are a prohibited use in the TeOD, Technology Overlay District, and the Applicant is seeking a waiver to this requirement as part of this rezoning.

The Innovation Sector Plan discourages incompatible uses, especially uses that require a high dependency on automobiles. However, staff acknowledges the proposal is a visual improvement to surrounding area and the site is located on the northeastern periphery of the sector plan and TeOD. Although the subject proposal is inconsistent with the designated land use, the Applicant is not proposing a new use, and the subject proposal is to allow for the redevelopment of an existing business that has been operational since 1994.

Level of Service (LOS): The level of service impacts related to the request would be mitigated by the conditions as follows:

Fire & Rescue	\$0.61 per SF of building and canopy area	±3,500 SF (new building) ±3570 SF Canopy	\$4,312.70
Water Quality	\$75 per acre	±2.12 acres	\$159.00
Approximate Total \$ Provided			\$4,471.70

Community Input

Notice of the rezoning application has been transmitted to property owners within 500 feet of the site. As of the date of this staff report, the Planning Office has not received any verbal or written comments on this proposal and is not aware of any opposition.

Other Jurisdiction Comments

The subject site is located within the required notification area of the City of Manassas. There were no objections raised by the adjacent municipality.

Legal Issues

If the application is approved, expansion of the existing motor vehicle fueling station would be permitted. Legal issues resulting from Planning Commission's action are appropriately addressed by the County Attorney's Office.

Timing

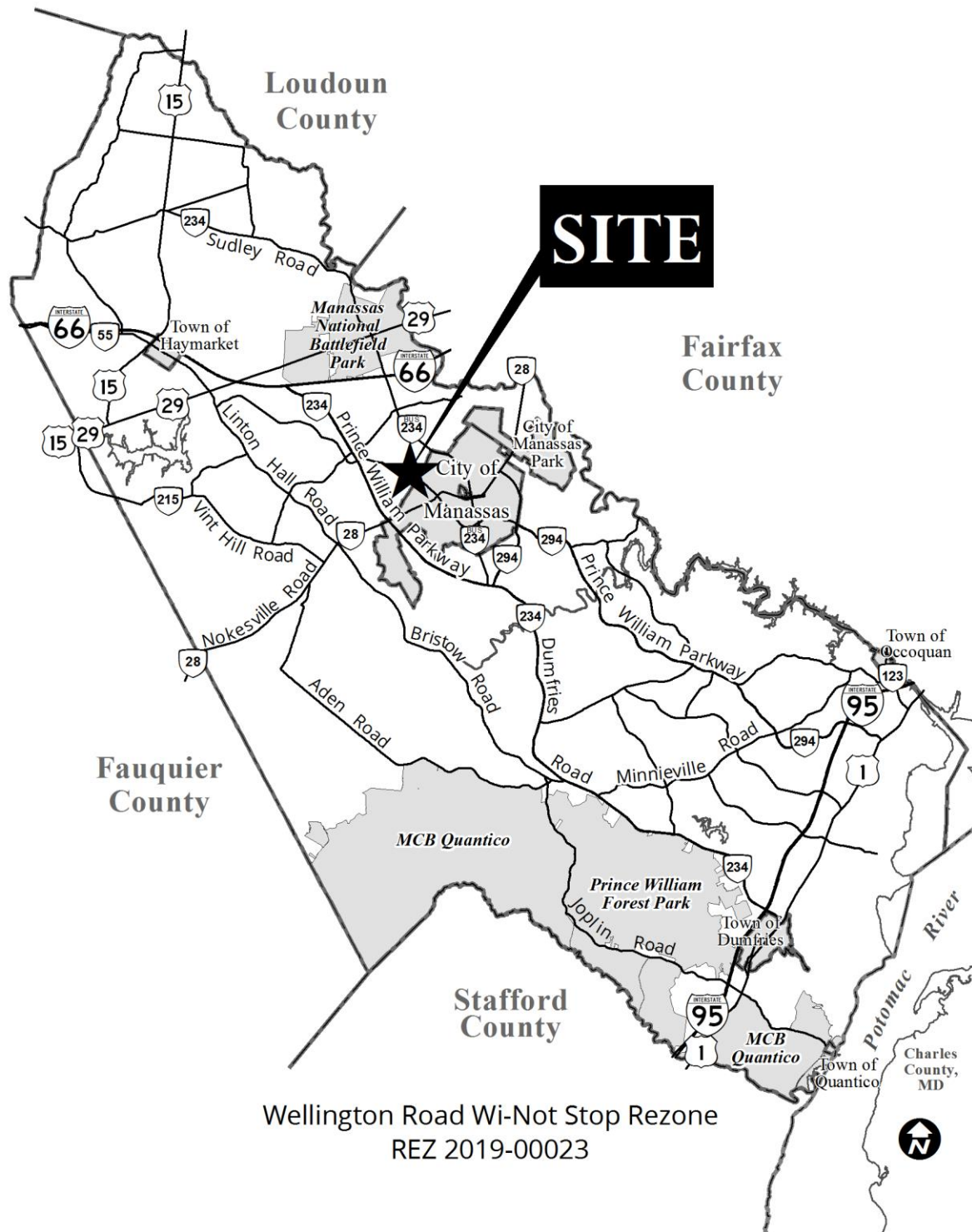
The Planning Commission has until May 19, 2020 which is 90 days from the first public hearing date, to take action on the Rezoning request. A recommendation to approve the rezoning application would meet the 90-day requirement.

STAFF CONTACT INFORMATION

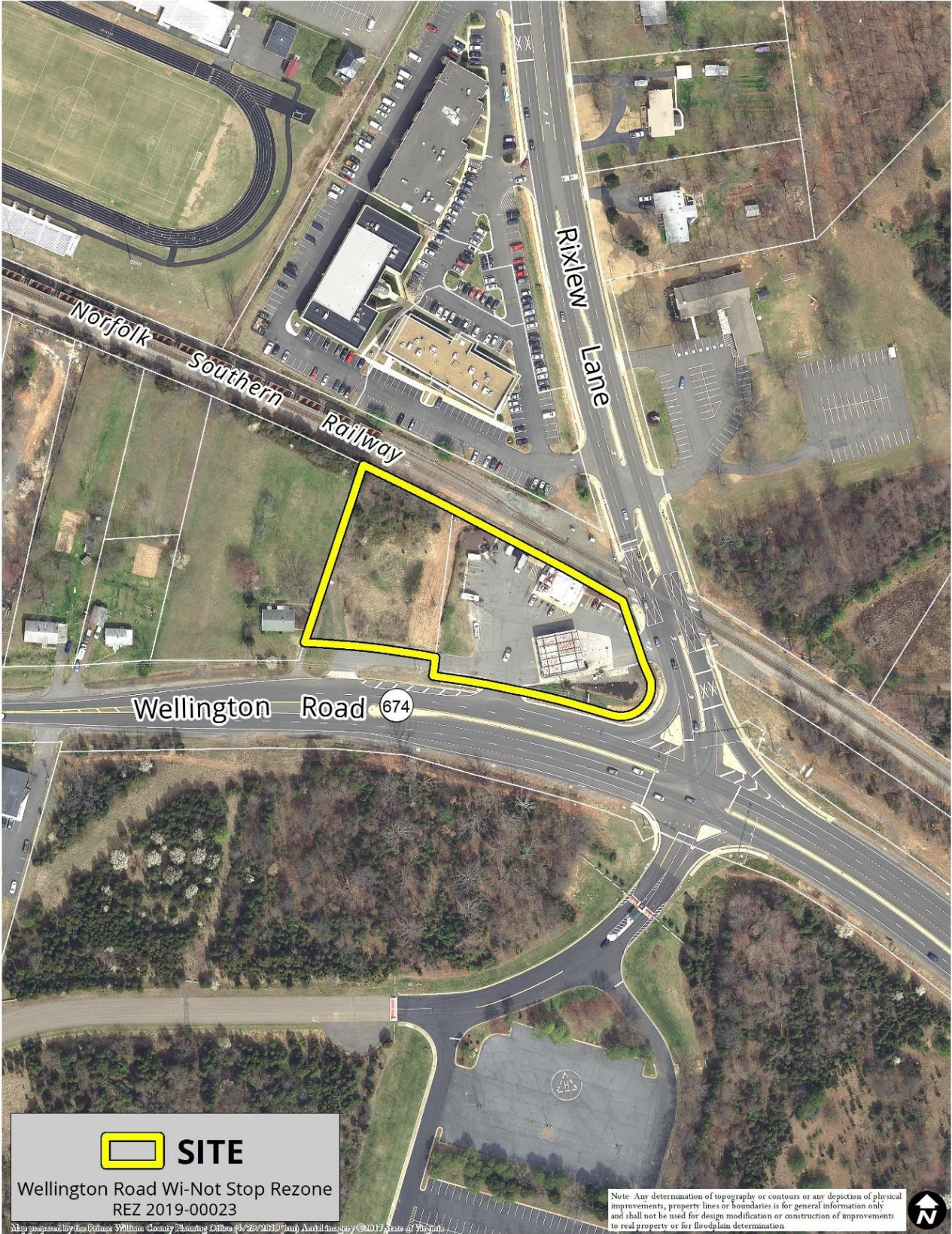
Keasha Hall | (703) 792-6846
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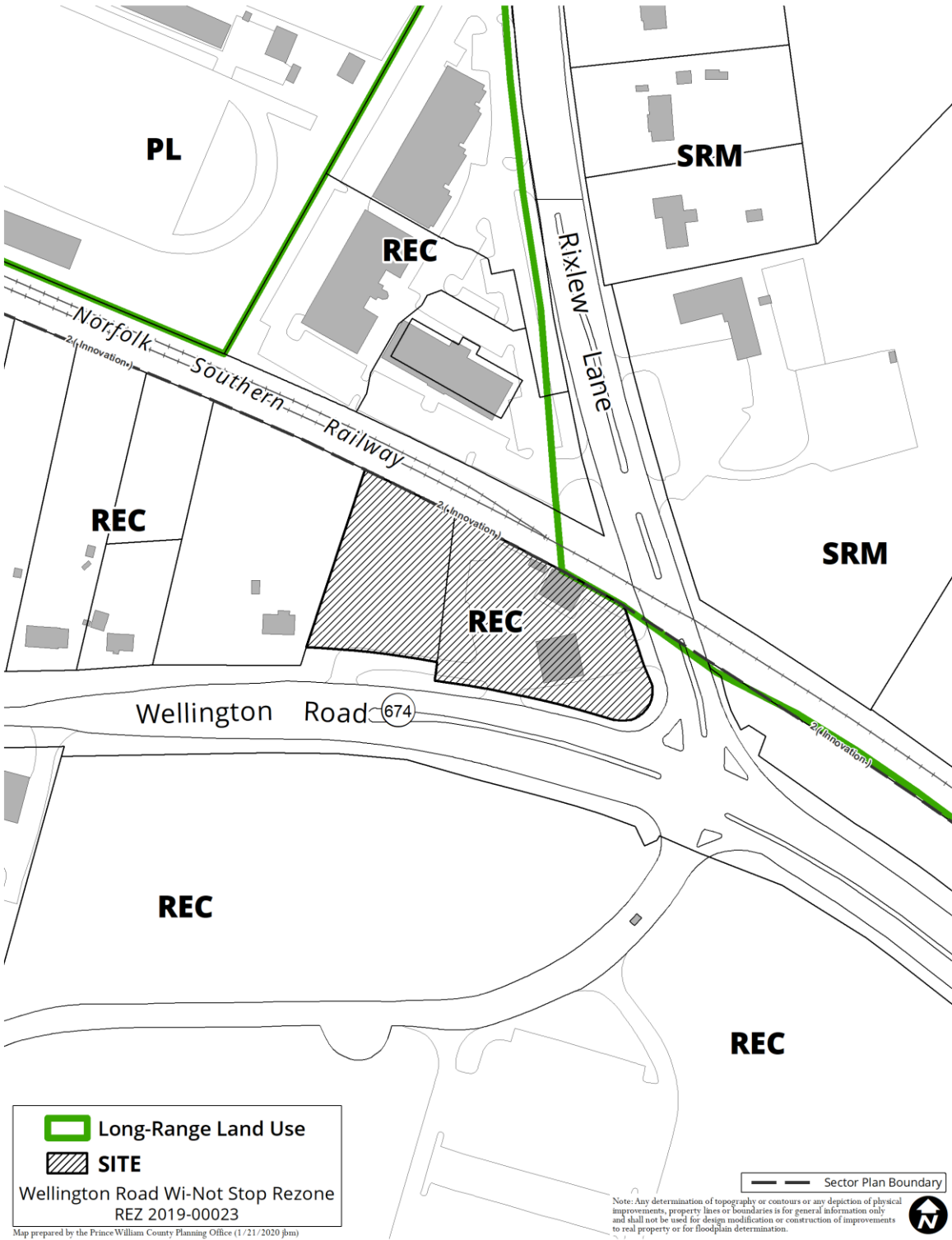
ATTACHMENTS

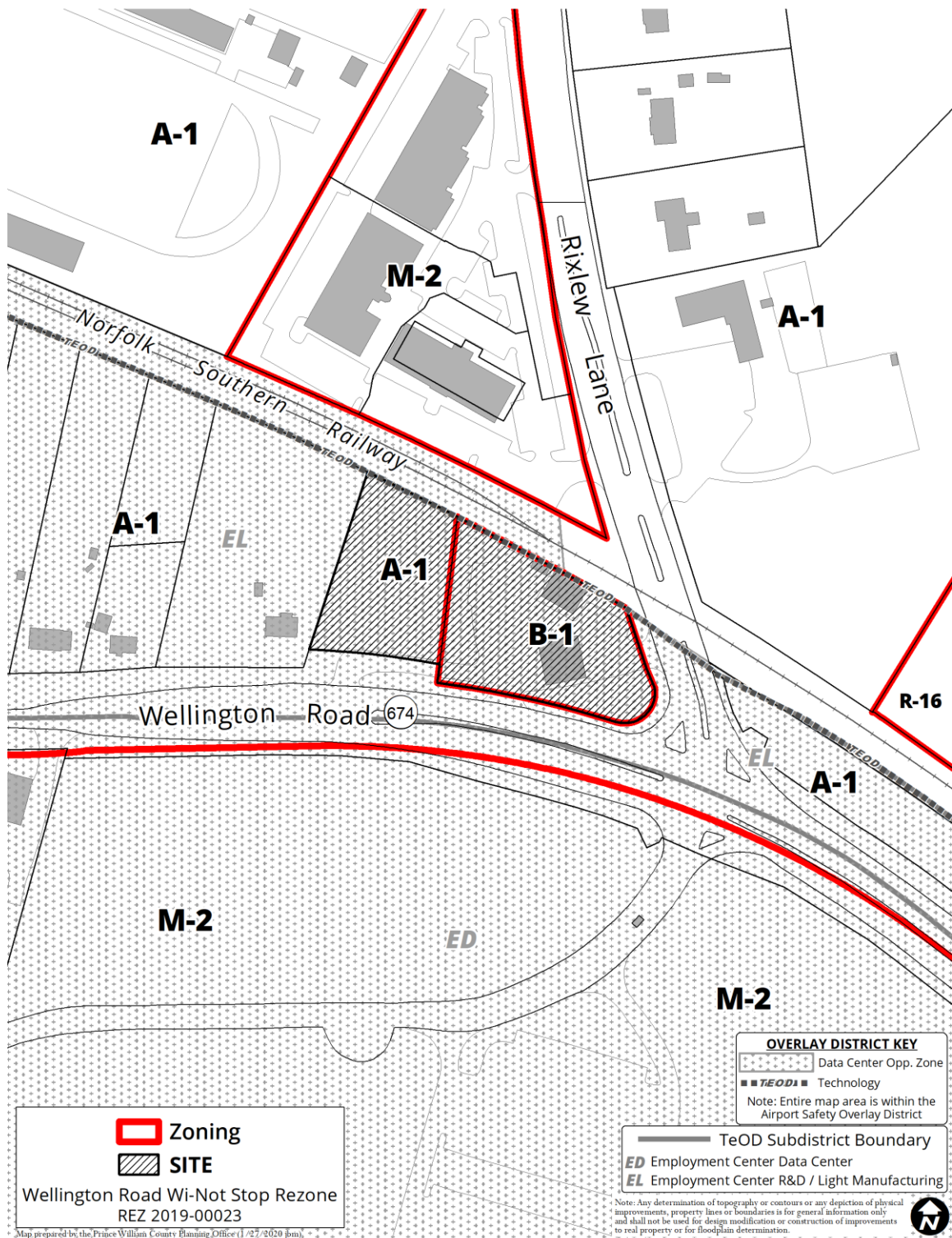
Area Maps
Staff Analysis
Proposed Proffers
Zoning Plat
Generalized Development Plan
Landscape Plan
Existing Conditions
Elevations
Building Signage
Canopy Details
Historical Commission Resolution



Wellington Road Wi-Not Stop Rezone
REZ 2019-00023







Part I. Summary of Comprehensive Plan Consistency

Staff Recommendation: APPROVAL

This summary analysis is based on the relevant Comprehensive Plan action strategies, goals, and policies. A complete analysis is provided in Part II of this report.

Comprehensive Plan Sections	Plan Consistency
Long-Range Land Use	No
Community Design	Yes
Environment	Yes
Fire & Rescue	Yes
Police	Yes
Potable Water	Yes
Sanitary Sewer	Yes
Transportation	Yes

Part II. Comprehensive Plan Consistency Analysis

The following table summarizes the area characteristics:

Direction	Land Use	Long-Range Future Land Use Map Designation	Zoning
North	Norfolk Southern Railroad and across the railroad are commercial uses;	REC, SRM	A-1, M-2
South	Federally owned industrial property;	REC	M-2
West	Approximately 3 single-family detached residential dwellings;	REC	A-1
East	Across Rixlew, multi-family residential dwellings, a part of the Ashton Glen subdivision.	REC and SRM	A-1, R-16

Long-Range Land Use Plan Analysis

Through wise land use planning, the County ensures that landowners are provided a reasonable use of their land while the County is able to judiciously use its resources to provide the services for residents' and employers' needs. The Long-Range Land Use Plan sets out policies and action strategies that further the County's goal of concentrating on population, jobs, and infrastructure within vibrant, walkable, mixed-use centers serviced by transit. In addition to delineating land uses

on the Long-Range Land Use Map, the Plan includes smart growth principles that promote a countywide pattern of land use that encourages fiscally sound development and achieves a high quality living environment; promotes distinct centers of commerce and centers of community; complements and respects our cultural and natural resources; provides adequate recreational, park, open space, and trail amenities that contribute to a high quality of life for county residents; and revitalizes, protects, and preserves existing neighborhoods.

The subject site is designated REC, Regional Employment Center, on the Long-Range Land Use Map. The following table summarizes the uses and densities intended within the REC designation:

Long Range Land Use Map Designation	Intended Uses and Densities
Regional Employment Center (REC)	The purpose of the Regional Employment Center classification is to provide for areas located close to and/or with good access from an interstate highway where intensive regional employment uses are to be located. REC projects* should be planned and developed in a comprehensive, coordinated manner. Primary uses in the REC are mid-rise and/or high-rise office (including government offices particularly those for Prince William County agencies), research and development facilities, lodging, and mixed-use projects. Residential uses shall represent no greater than 25 percent of the total REC gross floor area of the project. Drive-in/drive-through uses are discouraged. Shared/structured parking is encouraged. The acceptable housing type within any mixed-use REC project is multifamily, at a density of 16-30 dwelling units per gross acre, less the ER designated portion of a property. Development in REC projects shall occur according to an infrastructure implementation plan submitted at the time of rezoning. The intent of this plan is to ensure that critical infrastructure for office, employment and lodging uses is developed adequately for each phase of the project. Development shall also occur according to a phasing plan that must ensure that office, employment, and lodging uses are always the primary uses within the area rezoned. Office development in REC areas is encouraged to be in accordance with the <i>Illustrative Guidelines for Office Development</i> , provided as a supplement to the Community Design Plan chapter of the Comprehensive Plan and available from the Planning Office. A minimum office building height of 4-6 stories is preferred.

The site is also located within the Innovation at Prince William Science and Technology Plan (Innovation Sector Plan) and the Technology Overlay District (TeOD). The Innovation Sector Plan has been prepared to facilitate and enhance the continued success of the Innovation Business Park in partnership with George Mason University - Prince William Campus. A major focus of this plan is the attraction of desirable advanced technology uses. The Technology Overlay District is intended to promote harmonious development which is conducive to establishing and maintaining collaborative public-private research partnerships. Additionally, the subject site is sub-districted as

(EL) Employment Center R&D / Light Manufacturing, in the Innovation Sector Plan, and the Technology Overlay District.

The following table summarizes the uses and densities intended within the (EL) designation:

Innovation Sector Plan & (TeOD) Technology Overlay Sub-District	
Land Use: (EL) Employment Center R&D / Light Manufacturing	Preferred Land Use Character: Suburban feel, low-rise buildings, structured and surface parking, and suburban open space. Preferred Uses: Industrially-oriented R&D, flexible-use space (mix of office, R&D labs, assembly, and/or storage), light manufacturing, office-oriented R&D, office. Preferred Density Range: 0.30 FAR minimum to 0.50 FAR maximum Preferred Building Height Range: 30 - 75 feet. Land Use and Zoning Compatibility: PMD, PBD, M-2 and O(F).
(TeOD) Technology Overlay District Sub-District: (EL) Employment Center R&D / Light Manufacturing	The district is specifically intended to provide for primary employment uses consistent with the County's targeted industry program. These primary employment uses include research facilities, offices, prototype production facilities, and other light manufacturing operations that require the continual or recurrent application of advanced research.

Use Modification Request:

This rezoning request includes a request to allow a prohibited use within the TeOD. The subject application includes a rezoning of the A-1, Agricultural, land to B-1, General Business, to allow for the redevelopment of an existing motor vehicle fueling station. However, the site is further regulated in accordance with the Technology Overlay District and subdistrict - EL, Employment Center R&D/Light Manufacturing. Motor vehicles fueling stations are listed as a prohibited use per Zoning Ordinance, Section 32-506.04.

Per Zoning Ordinance, Section 32-506.09, the Board of County Supervisors may waive or modify any provision, including a use restriction, within this chapter pursuant to an approved rezoning. Requests to waive or modify any provision of this chapter must be submitted and justified as part of a rezoning application.

The Applicant provided the following justification for this request:

The property conforms with the existing B-1, General Business zoning, however the Technology Overlay District that was applied to the property in 2005 makes the existing business non-conforming. The TeOD as currently written does not allow support uses in the overlay district like the existing Wi-Not Stop, even though these types of support services are needed by employees of

the TeOD and the subject site is an existing business. In order to improve the business as currently proposed, the applicant must rezone the property.

Staff acknowledges although the expansion of a prohibited use is inconsistent with the Innovation Sector Plan, the existing business has lawfully operated at this location since 1994.

Proposal's Strengths

- Existing Use: Although the proposed use is inconsistent with the Innovation Sector Plan, the use is existing and operating lawfully. The subject proposal will provide an opportunity to bring the site closer to conformance with current development standards and market standards.

Proposal's Weaknesses

- Zoning: The proposed rezoning is inconsistent with the Long-Range Land Use designation REC, Regional Employment Center. The B-1, General Business, zoning classification does not implement the REC land use designation. As stated in the Zoning Ordinance, the REC land use designation is generally intended to provide areas for community-scale retail, office, and institutional uses in appropriate areas. Additionally, as stated in the Comprehensive Plan, primary uses in the REC are mid-rise and/or high-rise office. Automobile dependent businesses are discouraged primary uses.
- Inconsistent with Innovation Land Use Policies: Land Use Policy 1.9 addresses existing businesses located adjacent to Wellington Road. The Plan states that uses permitted by the underlying zoning, and in the TeOD north of Wellington Road between the roadway and the railroad tracks, shall remain until such time as the landowners discontinue existing uses, or seek to rezone their properties for other uses. The subject application is requesting a rezoning of an adjacent property from A-1, Agricultural, to B-1, General Business, to further expand an existing incompatible use. The Innovation Sector Plan specifically states incompatible uses shall be re-evaluated in accordance with the Sector Plan once landowners discontinue existing uses or seek to rezone for other uses. Thus, a rezoning to an incompatible zoning classification for an incompatible use is inconsistent with the policies and action strategies of the Innovation Sector Plan.
- Prohibited Use in TeOD Subdistrict: The Innovation Sector Land Use Plan discourages uses that do not implement the intent of the Long-Range Land Use Plan, Innovation Sector Plan, and Center of Commerce Overlay. Additionally, motor vehicle fueling stations are listed as a prohibited use under the TeOD subdistrict. Zoning Ordinance Section 32-506.09 states the Board of County Supervisor may waive or modify any provision off the TeOD subject to a rezoning application.

On balance, this application is found to be inconsistent with the relevant components of the Long-Range Land Use Plan.

Community Design Plan Analysis

An attractive, well-designed County will attract quality development, instill civic pride, improve the visual character of the community and create a strong, positive image of Prince William County. The Community Design Plan sets out policies and action strategies that further the County's goals of providing quality development and a quality living environment for residents, businesses and visitors, and creating livable and attractive communities. The plan includes recommendations relating to building design, site layout, circulation, signage, access to transit, landscaping and streetscaping, community open spaces, natural and cultural amenities, stormwater management, and the preservation of environmental features.

Site Planning Modification Requests:

This rezoning request includes a request to modify or waive certain design standards provided within the Zoning Ordinance, Section 32-506.05. Per Zoning Ordinance, Section 32-506.09, the Board of County Supervisors may waive or modify any provision, including a use restriction, within this chapter pursuant to an approved rezoning. Requests to waive or modify any provision of this chapter must be submitted and justified as part of a rezoning application.

The Applicant provided the following justifications for each request:

- Section 32-506.06.1(b) – External Relationships: Requires all buildings, on-site travelways, and open, off-street parking areas (including parking lot spaces, loading, and travelways) shall be set back 50 feet from all public street rights-of-way classified as minor arterial or collector street in the transportation plan of the Comprehensive Plan. Setback areas shall contain plantings equivalent to a buffer type C in section 800 of the Design and Construction Standards Manual.
 - **Applicant Response:** Rixlew Lane is classified as a minor arterial road. The Wellington Wi-Not Stop is an existing business that is being revitalized to better serve the community and keep up with the change in consumer needs. Requiring such a large setback from the right-of-way makes the existing business nonconforming and makes much of the site unusable. The imposition of these standards on the property imposes a unique hardship approaching confiscation of the reasonable uses and improvements, and would result in the inability to make the site better in appearance and function. The lot size and depth make a 50-foot setback and landscape area an unreasonable constraint on the use of the property. This use, although existing, relies on drive-by traffic and heavily landscaping the street frontages would also have a negative impact on the business. The landscaping proposed with the application is consistent, if not better, than surrounding properties.
 - **Staff Response:** The TeOD requires a minimum setback of 50 feet from all public street rights-of-way. Additionally, the TeOD states that within said setback, the plantings shall be equivalent to a buffer type C planting scheme. Although the

subject site fails to meet the requirements of this Zoning Ordinance Section, Staff acknowledges the parcel does have site constraints due to the unique shape of the parcel. However, staff does not agree with the Applicant's assertion that an appropriately landscaped street frontage would adversely impact the viability of the business. The Design and Construction Standards Manual, DCSM, offers a vast planting selection to address most site conditions. Additionally, the gas canopy visibility, and freestanding signage provide a reasonable amount of visibility to drive-by-traffic to the site.

- Section 32-506.07.1(b)(4) – Internal Relationships: One-half of the interior open, off-street parking area landscaping shall be reasonably dispersed throughout the open, off-street parking area in islands which are a minimum dimension of ten feet by 36 feet. The other half of the required landscaped area shall be concentrated in 25-foot wide strips which separate parking areas into pods containing no more than 100 spaces.
 - **Applicant Response:** These standards were written for large office campuses, not taking into account existing uses like the Wellington Wi-Not Stop that is approximately 2 acres. The site landscaping is being enhanced greatly as a part of the revitalization, but this requirement is impractical to meet for the size of this site.
 - **Staff Response:** The landscape requirements referenced in the TeOD and Innovation Sector Plan are provided to ensure a campus-like feel and community design continuity throughout the plan area. Although, the Applicant failed to meet the interior parking area landscaping design requirements, the Applicant did meet the five percent (5%) parking area interior landscaping requirement.
- Section 32-506.08.1(b) – Signs: Illumination of freestanding signs shall be external only, placed on the ground at a distance of no more than six feet from the base of the sign, in such a manner as to not cause glare or nuisance beyond the property lines. External lighting fixtures shall be shielded and concealed by landscaping.
 - **Applicant Response:** The signs for the Wellington Wi-Not Stop are not being modified with the site revitalization. They will remain in their current locations and will remain internally lit.
 - **Staff Response:** Initially, the Applicant did not intend to replace the signage as part of this Application. During the review process, the Applicant elected to replace the existing signage. Staff encouraged the Applicant to provide signage that complies with the Zoning Ordinance requirements for external illumination. However, staff acknowledges that motor vehicle fueling stations have a unique need to market pricing on their signage. Therefore, staff supports the Applicant's request for a modification to the above-referenced Sign Ordinance.

Staff further acknowledges the Applicant has made numerous revisions to the initial proposal to bring the site close to conformance with the site design standards provided in the Zoning Ordinance.

Proposal's Strengths

- **Redevelopment:** Redevelopment of the subject parcel is consistent with the Community Design Policy Four, which aims to upgrade the visual quality of County gateways and major travel corridors. With the redevelopment of the subject parcel, modern finishes, architecture, and modestly designed signage will accompany the proposed use and will positively contribute to the revitalization of this section of the corridor.
- **Screening:** As conditioned, the Applicant shall substantially conform to the Landscape Plan proposed, which includes an increased amount of plant units and berms along Wellington Road.
- **Freestanding Sign Design:** The Zoning Ordinance allows two freestanding signs up to maximum height of 20 feet tall by-right. The Applicant has provided signage that shall not exceed 10 feet in height. The proposed signage is consistent with the Community Design Chapter of the Comprehensive Plan which aims to create a sense of place by providing development that is closer to pedestrian scale. Furthermore, the proposed signage is consistent with most of the required development standards for signage provided in the TeOD zoning section.
- **Adherence to TeOD Development Standards:** As depicted on the proffered General Development Plan, the Applicant shall meet the following development standards: lot coverage, building setbacks, integration of signage, and height requirements.

Proposal's Weaknesses

- None identified.

On balance, this application is found to be consistent with the relevant components of the Community Design Plan.

Environment Plan Analysis

Prince William County has a diverse natural environment, extending from sea level to mountain crest. Sound environmental protection strategies will allow the natural environment to co-exist with a vibrant, growing economy. The Environment Plan sets out policies and action strategies that further the County's goal of preserving, protecting and enhancing significant environmental resources and features. The plan includes recommendations relating to the incorporation of environmentally sensitive development techniques, improvement of air quality, identification of problematic soil issues, preservation of native vegetation, enhancement of surface and groundwater quality, limitations on impervious surfaces, and the protection of significant viewsheds.

Proposal's Strengths

- **Environmental Features:** There are no environmental features located on the site.

- Monetary Contribution: The Applicant proffers to make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$75.00 per acre for water quality monitoring, drainage improvements and/or stream restoration projects.

Proposal's Weaknesses

- Waiver of Development Standards: The General Development Plan (GDP) depicts a landscape strip along the northern property line and a buffer along Wellington Road. Both landscaped areas fail to meet the required development standards specified in the TeOD, Technology Overlay District, and DCSM, Design Construction and Standards Manual.

On balance, this application is found to be consistent with the relevant components of the Environment Plan.

Fire and Rescue Plan Analysis

Quality fire and rescue services provide a measure of security and safety that both residents and businesses have come to expect from the County. The Fire and Rescue Plan sets out policies and action strategies that further the County's goal of protecting lives, property, and the environment through timely, professional, humanitarian services essential to the health, safety, and well-being of the community. The plan includes recommendations relating to siting criteria, appropriate levels of service, and land use compatibility for fire and rescue facilities. The plan also includes recommendations to supplement response time and reduce risk of injury or death to County residents, establishment of educational programs, such as cardio-pulmonary resuscitation (CPR) training, automatic external defibrillators (AED), and encourage installation of additional fire protection systems—such as sprinklers, smoke detectors, and other architectural modifications.

The site is served by the Stonewall Jackson, Fire & Rescue Station #11. According to the most recent figures, Fire Station #11 is categorized as a Station Design A, and its workload during FY19 was 5,460 incidents. The maximum station workload for this facility type is 2,000 incidents. It is estimated that the response time for the site would be outside of the recommended 4.0-minute response time for fire suppression and basic life support, but the site is located within the recommended 8.0-minute response time for advanced life support.

SITE LOCATION AND STATION STANDARDS	
SITE/STATION STANDARDS	Facility Design Type: Station A
Minimum Site Size	4 acres
Maximum Building Size	18,000 sq. ft.
Apparatus Bays	3-4
Maximum Station Workload	2000 Incidents

FY2020-2025 Capital Improvement Program (CIP) – Planned Public Facilities:

The County's CIP contains a planned project to construct a new Fire & Rescue Station. Station 22 is a Fire & Rescue station that will be located at 11600 Balls Ford Road in the west end of the County and is planned to be approximately 21,000 square feet. The station will house a pumper, rescue unit, collapse unit, and an Advanced Life Support (ALS) ambulance. Career staffing will be provided for a 24-hour pumper unit, 24-hour rescue unit, and a 24-hour medic unit. The building will include sleeping quarters, a kitchen and dayroom, physical fitness room, training room, storage for heavy tactical rescue equipment, and offices. The station will include three to four apparatus bays, an area for personal protective equipment, and an exterior training tower.

Occupancy is scheduled for January 2021 and systemwide response times are expected to improve and ease the burden on existing stations.

Proposal's Strengths

- 8.0 Minute Response Time: The site is within the recommended 8.0-minute response time for advanced life support.
- Level of Service Mitigation: As proffered, the Applicant shall provide \$0.61 per square foot of new structure area to mitigate impacts to fire and rescue services.
- Capital Improvement Program (CIP): Response time improvements are anticipated to positively impact the response area of the subject application once the new Fire & Rescue Station 22 is fully operational.

Proposal's Weaknesses

- 4.0 Minute Response Time: The site is outside of the recommended 4.0-minute response time for fire suppression and basic life support.
- Station Workload: Fire Station #11 has a workload of 5,460 incidents, and the station's workload capacity is 2,000 incidents. The station workload capacity from the closest station is not within the recommended standard. However, as previously mentioned, response time improvements are anticipated to positively impact the response area of the subject application once the new Fire & Rescue Station 22 is fully operational.

On balance, this application is found to be consistent with the relevant components of the Fire and Rescue Plan.

Police Plan Analysis

Residents and businesses expect a high level of police service for their community. This service increases the sense of safety and protects community investments. The Police Plan is designed to promote Prince William County's public safety strategic goal to continue to be a safe community,

reduce criminal activity, and prevent personal injury and loss of life and property, as well as to ensure effective and timely responses throughout the County. This plan encourages funding and locating future police facilities to maximize public accessibility and police visibility as well as to permit effective, timely response to citizen needs and concerns. The plan recommends educational initiatives, such as Neighborhood and Business Watch, and Crime Prevention through Environmental Design (CPTED), which encourages new development to be designed in a way that enhances crime prevention. The plan also encourages effective and reliable public safety communications linking emergency responders in the field with the Public Safety Communications Center.

Proposal's Strengths

- Level of Service Impacts: The Police Department does not believe this application will create a significant impact on Police calls for service.

Proposal's Weaknesses

- None identified.

On balance, this application is found to be consistent with the relevant components of the Police Plan.

Potable Water Plan Analysis

A safe, dependable drinking water source is a reasonable expectation of County residents and businesses. The Potable Water Plan sets out policies and action strategies that further the County's goal of providing an economically and environmentally sound drinking water system. The plan includes recommendations relating to system expansion, required connections to public water in the development area, and the use of private wells or public water in the rural area.

The property is located within the Development Area of the County and public water is currently available to the site.

Proposal's Strengths

- Potable Water: The existing fueling station is currently served by an existing 16-inch and 12-inch water mains located in Wellington Road.

Proposal's Weaknesses

- None identified.

On balance, this application is found to be consistent with the relevant components of the Potable Water Plan.

Sewer Plan Analysis

Appropriate wastewater and sanitary facilities provide needed public health and environmental protections. The Sewer Plan sets out policies and action strategies that further the County's goal of providing an economically and environmentally sound sanitary and stormwater sewer system. The plan includes recommendations relating to system expansion, required connections to public sewer in the development area, and the use of either private or public sewer systems in locations classified as Suburban Residential Rural (SRR), as well as the rural area.

The property is located within the Development Area of the County and public sewer is currently available to the site.

Proposal's Strengths

- Sewer Plan: The site is served by an existing 8-inch gravity main located in Wellington Road, subject to capacity and availability.

Proposal's Weaknesses

- None identified.

On balance, this application is found to be consistent with the relevant components of the Sewer Plan.

Transportation Plan Analysis

By providing a multi-modal approach to traffic circulation Prince William County promotes the safe and efficient movement of goods and people throughout the County and surrounding jurisdictions. The Transportation Plan sets out policies and action strategies that further the County's goal of creating and sustaining an environmentally friendly, multi-modal transportation system that meets the demands for intra- and inter-county trips, is integrated with existing and planned development, and provides a network of safe, efficient, and accessible modes of travel. The plan includes recommendations addressing safety, minimizing conflicts with environmental and cultural resources, maximizing cost effectiveness, increasing accessibility of all travel modes, minimizing projected trip demand, and providing sufficient network capacity. Projects should include strategies that result in a level of service (LOS) of "D" or better on all roadway corridors and intersections, reduce traffic demand through transportation demand management strategies, dedicate planned rights-of-way, provide and/or fund transit infrastructure, pedestrian and bicycle pathways, and improved and coordinated access to transit facilities.

A deferral of Traffic Impact Analysis (TIA) was approved for the subject application. The traffic generated by the expansion of the existing business does not exceed the thresholds provided in the Design Constructions and Standards Manual.

DAILY LEVEL OF SERVICE ANALYSIS

The daily LOS represents the relationship of the daily volume on a roadway to the capacity of that roadway. It also relates to the speed of traffic versus the expected speed of traffic over the course of a normal weekday. The daily LOS provides a planning tool to understand the relationship of travel patterns and to help understand the impacts of large land use changes and large-scale roadway changes within the County. The daily LOS from the County model (as referenced in Strategy R1.1 and Appendix A of the Comprehensive Plan) is not to be confused with a peak hour LOS analysis – which is generally derived from traffic impact analyses and focuses on the impacts of traffic signal timings, intersection lane geometries, turning movements, and peak hour volumes. The following table provides information concerning the average annual weekday daily volumes and LOS of roadways important to this development:

Roadway Name	Number of Lanes	2018 VDOT Volume	2015 Daily LOS
Wellington Road (Rt. 674)	4	12,000	D
Rixlew (Rt. 668)	4	12,000	C

Proposal's Strengths

- **Accessibility:** The Comprehensive Plan encourages the consolidation of access points and reconfiguration of internal circulation drives to improve vehicular and traffic safety. Additionally, the Plan encourages the creation of interparcel connections to permit vehicular movement between adjacent commercial properties. Although the proffered GDP depicts three entrances to the site, the Applicant has addressed ingress and egress safety concerns by proffering to install a right-in/right-out entrance with a raised island. Staff notes this design feature will mitigate safety concerns of left turning movements and stacking.
- **Interparcel Connectivity:** As proffered the Applicant has designated a general location suitable for adjacent parcel connectivity.
- **Bicycle Rack:** As proffered, the Applicant shall provide a bicycle rack on-site. This provision is consistent with the multi-modal goals stated in the Transportation Chapter in the Comprehensive Plan.

Proposal's Weaknesses

- None identified.

On balance, this application is found to be consistent with the relevant components of the Transportation Plan.

Strategic Plan

This section of the report is intended to address the project's alignment with the outcomes provided within the County's Strategic Plan. The Strategic Plan posits that individuals, families and businesses prefer communities with a robust economy; easy access to jobs, services and activities; that support even the most vulnerable in the community; are safe and secure; and provide a quality education that assures lifelong learning and steady employment. From this analysis, the Strategic Plan Team developed five strategic goal areas to guide Board actions: "Robust Economy," "Mobility," "Wellbeing," "Safe and Secure Community," and "Quality Education and Workforce Development." It is important to note that no single area is viewed as more critical than another. Rather, each are interrelated and have direct impact on each other. Collectively, these goal areas impact the quality of life in all facets of the community issues raised during the review of the proposal, which are not directly related to the policies, goals, or action strategies of the Comprehensive Plan, but which are materially relevant to the County's responsibilities in considering land use issues. The aspects of the proposal relative to the Strategic Plan are as follows:

- **Robust Economy:** The subject application proposes to expand an existing motor vehicle fueling station to include a new freestanding convenience store. The proposed application would positively align with the Strategic Plan goal to increase annual growth of jobs in small businesses.

Materially Relevant Issues

This section of the report is intended to identify issues raised during the review of the proposal, which are not directly related to the policies, goals, or action strategies of the Comprehensive Plan, but which are materially relevant to the County's responsibilities in considering land use issues. The materially relevant issues in this case are as follows:

- None identified.

Waivers and Modifications

The following waivers have been requested as part of this application:

- Section 32-506.04.2 – Use Regulations:
 - (t) The following use is prohibited EL zone subdistrict: (t) Motor vehicle fuel station, retail.
- Section 32-506.06.1 – External Relationships:
 - (b) Requires all buildings, on-site travelways, and open, off-street parking areas (including parking lot spaces, loading, and travelways) shall be set back 50 feet from all public street rights-of-way classified as minor arterial or collector street in

the transportation plan of the Comprehensive Plan. Setback areas shall contain plantings equivalent to a buffer type C in section 800 of the Design and Construction Standards Manual.

- Section 32-506.07.1(b) – Internal Relationships
 - (b) Open, off-street parking areas shall have interior landscape areas as follows:
 - (4) One-half of the interior open, off-street parking area landscaping shall be reasonably dispersed throughout the open, off-street parking area in islands which are a minimum dimension of ten feet by 36 feet. The other half of the required landscaped area shall be concentrated in 25-foot wide strips which separate parking areas into pods containing no more than 100 spaces.
- Section 32-506.08.1 – Signs
 - (b) Illumination of freestanding signs shall be external only, placed on the ground at a distance of no more than six feet from the base of the sign, in such a manner as to not cause glare or nuisance beyond the property lines. External lighting fixtures shall be shielded and concealed by landscaping.

Agency Comments

The following agencies have reviewed the proposal and their comments have been summarized in relevant Comprehensive Plan chapters of this report. Individual comments are in the case file in the Planning Office:

- PWC Planning Office – Case Manager, GIS, Archaeologist, Zoning Administration
- PWC Department of Development Services – Land Development Division
- PWC Department of Fire & Rescue – Fire Marshal's Office
- PWC Historical Commission
- PWC Police Department – Crime Prevention
- PWC Public Works – Watershed Management
- PWC Service Authority
- PWC Transportation Department
- VDOT – Virginia Department of Transportation
- City of Manassas – Planning Office

PROFFER STATEMENT

Title: Wellington Road Wi-Not Stop
Applicant/Owner: Winco, Inc.
GPINs: 7696-51-8794 and 7696-61-1189 (“Property”)
Acreage: ± 2.11 acres
Magisterial District: Brentsville
Date: February 5, 2020

The undersigned hereby proffers that the use and development of the subject Property shall be in substantial conformance with the following conditions. In the event the above-referenced rezoning is not granted as applied for by the Applicant, the below described proffers shall be withdrawn and are null and void and proffers associated with REZ #89-94 and SUP #89-57 shall remain in full force and effect. The headings of the proffers set forth below have been prepared for reference only and shall not control or affect the meaning or be taken as an interpretation of any provision of the proffers. Any improvements proffered herein below shall be provided at the time of development of the portion of the site adjacent to the improvement, unless otherwise specified. Similarly, all existing uses and improvements shall continue on the Property as lawful nonconforming uses until the Property is redeveloped. The terms “Applicant” and “Developer” shall include all future owners and successors in interest.

For purposes of reference in this Proffer Statement, the General Development Plan (the “GDP”) shall be the plan prepared by Ross France, entitled “General Development Plan – Wellington @ Rixlew” dated January 15, 2020.

1. **Use**

- a. **By-right Uses** – The use of the Property shall be limited to those uses permitted in the B-1, General Business, and in the Technology Overlay District, except as otherwise provided herein.
- b. **Use Modification** – The Property may also be used as a quick service food store with motor vehicle fuel station pursuant to approval by the Board of County Supervisors as allowed by zoning ordinance section 32-506.09.

2. **Site Development** – If developed as a quick service food store with motor vehicle fuel station, the Applicant shall develop the Property in substantial conformance with the GDP. Minor modifications from the GDP may be allowed in order to meet engineering requirements.

3. **Community Design**

If developed as a quick service food store with motor vehicle fuel station, the Applicant shall develop the Property in substantial conformance with the following:

- a. **Architecture** – The design of the quick service food store building shall substantially

PROFFER STATEMENT

Applicant: Winco, Inc.

Wellington Road Wi-Not Stop #REZ2019-00023

Date: February 5, 2020

conform to the architectural elevations included in the plans titled “Wi-Not Stop – 9053 Wellington Road” prepared by Loveless Porter Architects, LLC., dated January 11, 2019 (hereinafter, the “Elevations”).

Minor modifications from the Elevations may be approved by the County in connection with final site plan review. Changes to the design and materials may be made, provided that any such changes are approved by the Planning Office prior to the issuance of a building permit release letter. Such approval shall be based on a determination that the changes result in a building that is of equal or better quality than that shown on the Elevations. The Applicant shall submit building elevations, two weeks prior to the request for the building permit release letter, for review and approval of compatibility with the Elevations by the Planning Office.

- b. Corporate Identity – Variation from the Elevations and the signs conditioned herein shall be permitted to allow future design updates to the quick service food store with motor vehicle fuel station use, provided the integrity of the overall site layout is not compromised and subject to a finding by the Planning Director, or their designee, that the variation will provide an equal or improved design. The Applicant shall submit the Elevations and/or any sign designs to the Planning Director for review and approval for consistency with the architecture proposed herein a minimum of two weeks prior to the request for issuance of the building permits for such building or sign permits.
- c. Landscaping – The Applicant shall provide landscaping on the Property in substantial conformance with Sheet 2 of the GDP. Landscape plantings shall consist of drought tolerant species appropriate for the climate and location proposed, and shall predominantly consist of indigenous species.
- d. Soil Remediation – The Applicant shall remediate soils where there is currently pavement and/or compacted soils so that they shall be suitable for planting per DCSM 804.03.C. To facilitate adequate expansion of tree and shrub roots to support healthy plants, all landscape areas, parking lot islands, and buffers which have been subject to pavement and/or compaction shall have, prior to planting: a) all foreign materials (asphalt, concrete, rock, gravel, debris, etc.) removed and the soil loosened to a depth of a minimum of 3 feet, and b) a top dressing of 4 inches to 6 inches of clean topsoil provided. This topsoil shall be a loam, sandy loam, clay loam, silt loam, or sandy clay loam. The topsoil shall not be a mixture of or contain contrasting textured subsoils. The topsoil shall contain less than 5% by volume of cinders, stones, slag, coarse fragments, sticks, roots, trash, or other materials larger than 1 inch in diameter and shall not contain gravel. The topsoil shall contain a minimum of 5% natural fine organic matter, such as leaf mold, peat moss, etc.

PROFFER STATEMENT

Applicant: Winco, Inc.

Wellington Road Wi-Not Stop #REZ2019-00023

Date: February 5, 2020

- e. Refuse Storage Areas – The refuse storage shall be fully screened with a solid masonry enclosure which matches the material types and material colors of the quick service food store building. The refuse storage enclosure shall be gated to prohibit viewing this area from adjoining properties and public rights-of-way. Compliance with this condition shall be shown on the final site plan.
- f. Lighting – Freestanding lighting shall be limited to full cutoff fixtures that direct light downward and shall comply with the outdoor lighting standards for nonresidential uses as required by Zoning Ordinance Section 32-250.203.
- g. Signage – All signage shall comply with the standards set forth in the Zoning Ordinance, and as modified in the plan entitled "Wellington-Rixlew Fuel Price Sign", dated January 21, 2019 ("Sign Exhibit"). Sign dimensions (height, width, and area) may vary up to 10% from the dimensions shown on the Sign Exhibit, but shall not exceed the maximum sign area allowed by modifications described herein and the freestanding sign shall not exceed 10 feet in height. In addition, the following shall apply to signage and advertisements on the Property:
 - i. Handicapped Parking Signage – Parking and signage for handicapped customers shall be provided on-site, in accordance with the DCSM and other current standards.
 - ii. Sign Permits – Sign permits are required for all signs. Color, scaled renderings of all signage shall be submitted as part of the sign permit approval process.
 - iii. On-site Directional Signage – Directional signage shall be provided as shown on the Fire Lane Plan and as required or needed.
- 4. Site Maintenance – The owner/applicant shall maintain the site and shall pick up trash, litter, and debris on a daily basis, or more frequently as needed.
- 5. Graffiti Removal – Graffiti on the Property shall be removed promptly by the Applicant. Graffiti shall be deemed any inscription or marking on walls, buildings, or structures not permitted by sign regulations in Sec. 32-250.21 et seq. of the Zoning Ordinance. Any graffiti shall be reported to the Prince William County Police Department before removal.
- 6. Environment
 - a. Water Quality/Stream Restoration – The Applicant shall contribute \$75 per acre at the time of final site plan review for the County to conduct water quality monitoring, drainage improvement projects, and/or stream restoration.

PROFFER STATEMENT
Applicant: Winco, Inc.
Wellington Road Wi-Not Stop #REZ2019-00023
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- b. Stormwater Management – SWM/BMP shall be provided on-site, off-site, and/or underground as determined during final site plan review.

7. **Fire and Rescue**

- a. Monetary Contribution – The Applicant shall make a monetary contribution of \$0.61 per square foot of building area for fire and rescue services to the Board of County Supervisors prior to, and as a condition of, the final site plan approval.
- b. Emergency Spill Contingency/Notification – The Applicant shall prepare an emergency spill notification contingency plan for submission with the final site plan and shall have the same approved by the Fire Marshal and posted on the premises before the issuance of any occupancy permits. The Applicant shall be responsible for notifying the Fire Marshal's Office immediately in the event of a spill of any petroleum or chemical waste on the Property. The Applicant shall assume full responsibility for the costs incurred in the cleanup of such spills.

8. **Transportation**

- a. Pedestrian Access - Sidewalks as shown on the GDP shall be provided on the final site plan.
- b. Obstruction of Travelways – The Applicant shall ensure that any vehicles associated with any use of the Property do not obstruct the travel ways, fire lanes, adjoining road network, or parking spaces as shown on the GDP.
- c. Bike Rack and Repair Station – A bike rack and repair station shall be provided to serve customers and employees on the Property in close proximity to the quick service food store building.
- d. Interparcel Connection –
- i. An interparcel connection to GPIN 7696-52-7001 shall be reserved and the Applicant shall not construct any improvements that would impede the future passage of traffic between the two properties when and if GPIN 8193-92-2365 redevelops to a compatible nonresidential use according to the requirements for screening and buffering in the DCSM.
 - ii. When GPIN 7696-52-7001 re-develops for a compatible use, the owner of the Property that is subject to this rezoning shall grant ingress/egress easement allowing vehicular traffic between the two properties, and any temporary construction easement necessary for construction of the interparcel connection.

PROFFER STATEMENT

Applicant: Winco, Inc.

Wellington Road Wi-Not Stop #REZ2019-00023

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- iii. The location and size (capacity) of the interparcel connection shall be determined at the time of final site plan review for the abutting property.
- 9. **Vehicular Access Points** – The number of direct access points to the Property shall be limited to the internal roads, joint driveways, and joint travel ways as shown on the GDP.
- 10. **Connection to Public Water & Sewer** - The Property shall be connected to public water and sewer with the Applicant bearing all costs associated with providing all on and off-site facilities to make such connection.
- 11. **Monetary Escalator** - In the event the monetary contributions set forth in the development conditions are paid to the Prince William Board of County Supervisors within eighteen (18) months of the approval of this special use permit, as applied for by the Applicant, said contributions shall be in the amounts stated herein. Any monetary contributions set forth in the development conditions which are paid after eighteen (18) months following the approval of this rezoning shall be adjusted in accordance with the Urban Consumer Price Index (CPI-U) published by the United States Department of Labor, such that at the time the contributions are paid they shall be adjusted by the percentage change in the CPI-U from the date eighteen (18) months after the approval of this special use permit to the most recently available CPI-U to the date the contributions are paid, subject to a cap of six (6%) percent per year, non-compounded.

[SIGNATURE ON FOLLOWING PAGE]

Proffer Statement

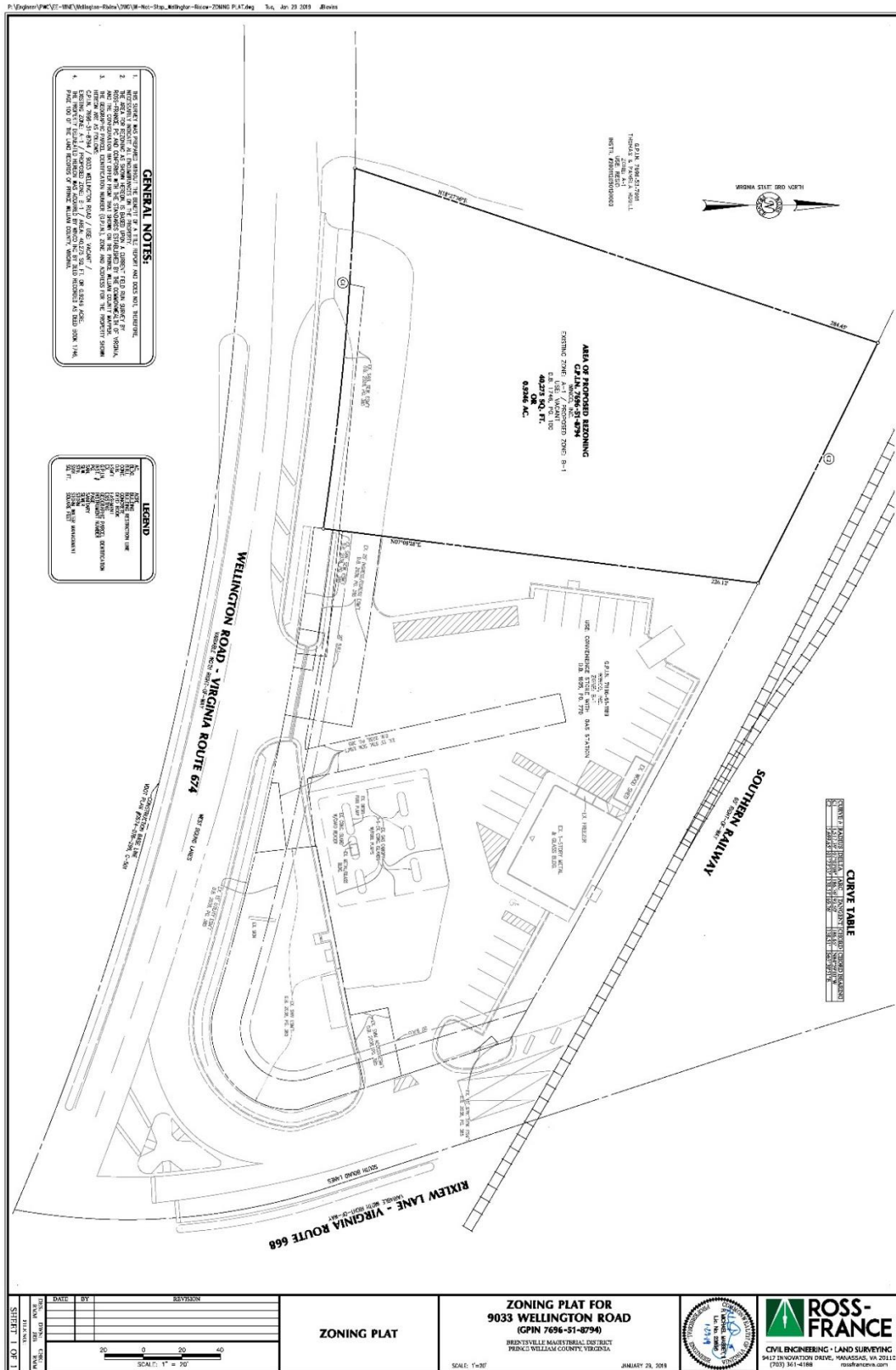
PROFFER STATEMENT
Applicant: Winco, Inc.
Wellington Road Wi-Not Stop #REZ2019-00023
Date: February 5, 2020

By

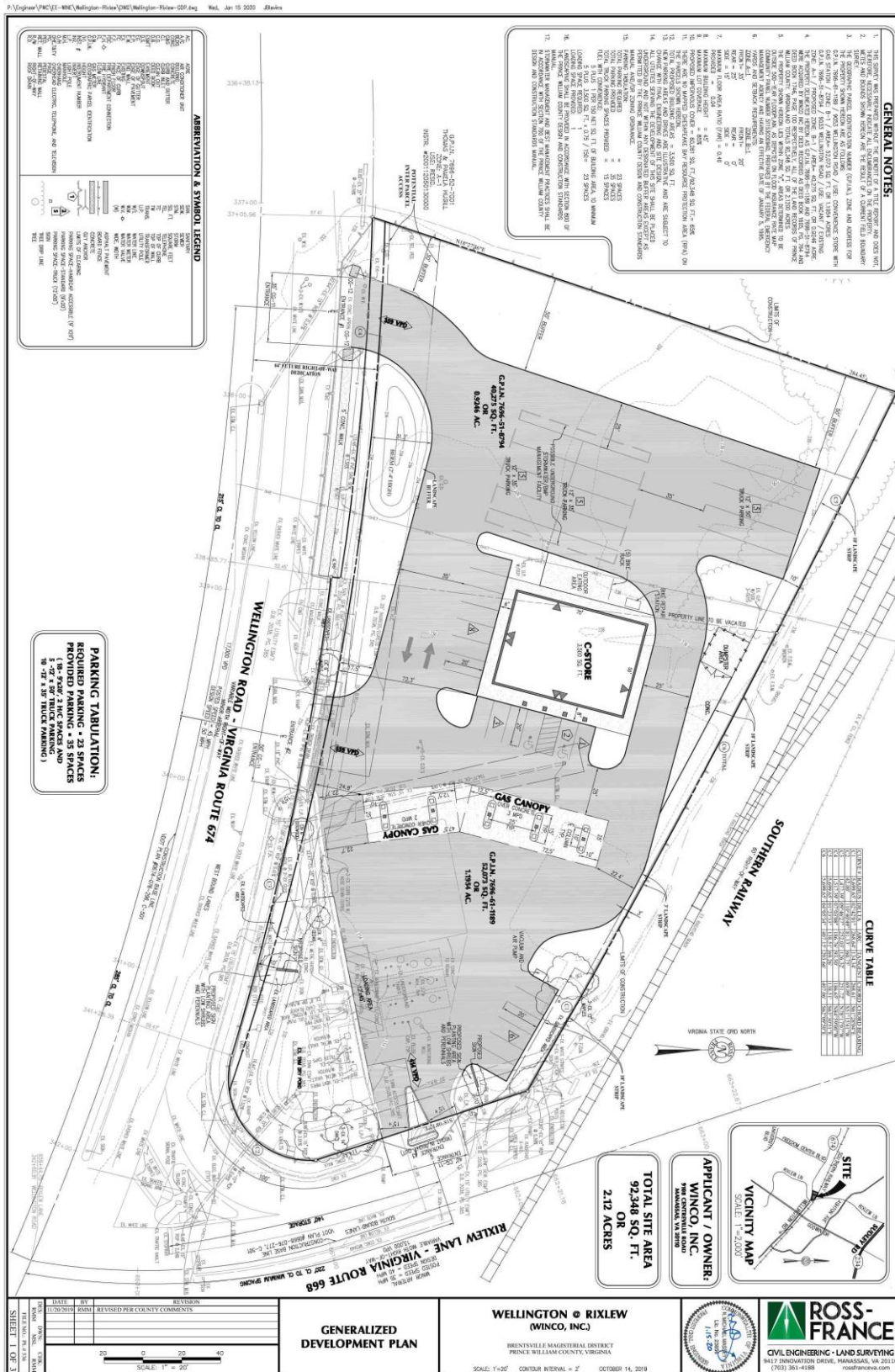
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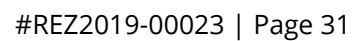
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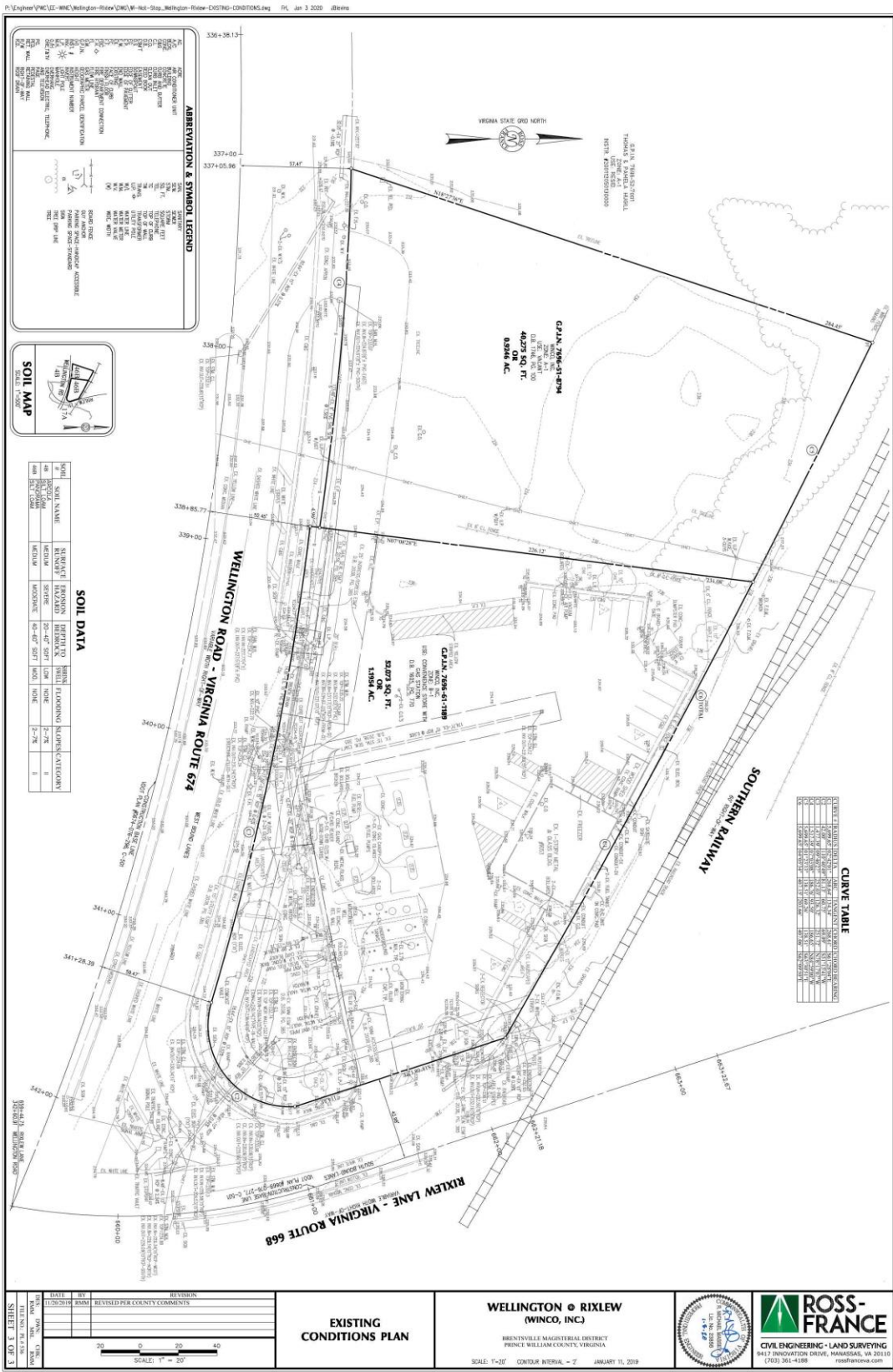
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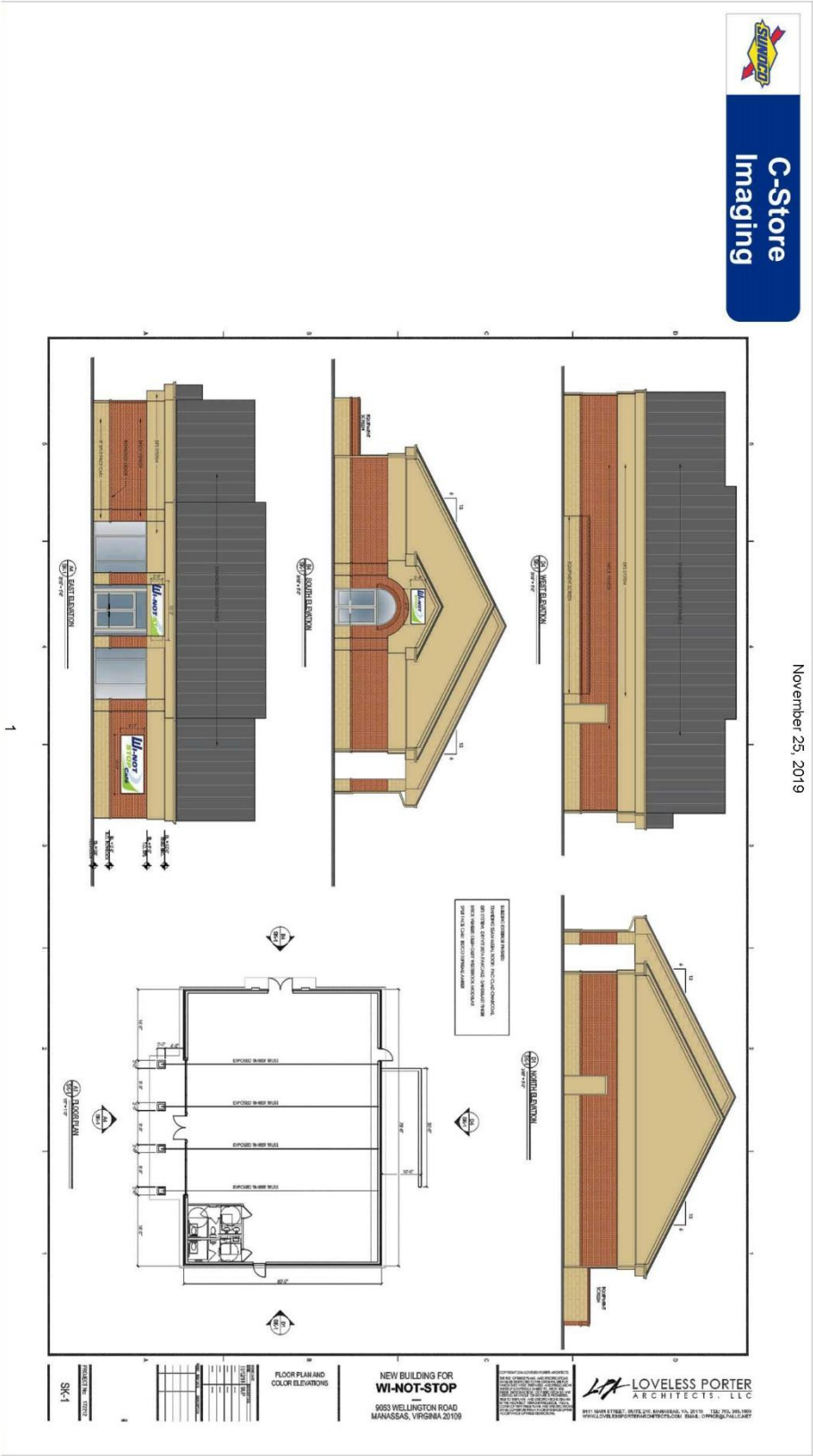


Generalized Development Plan

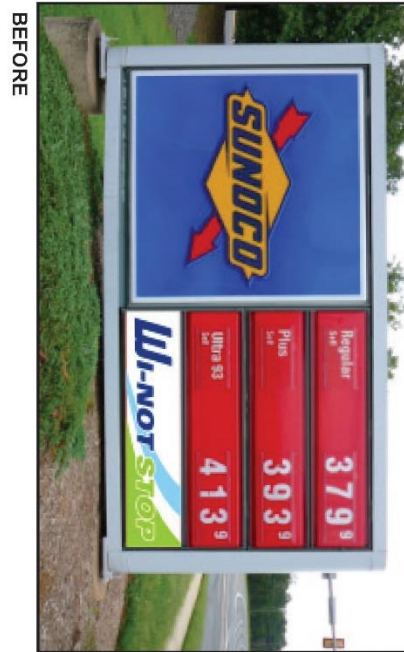




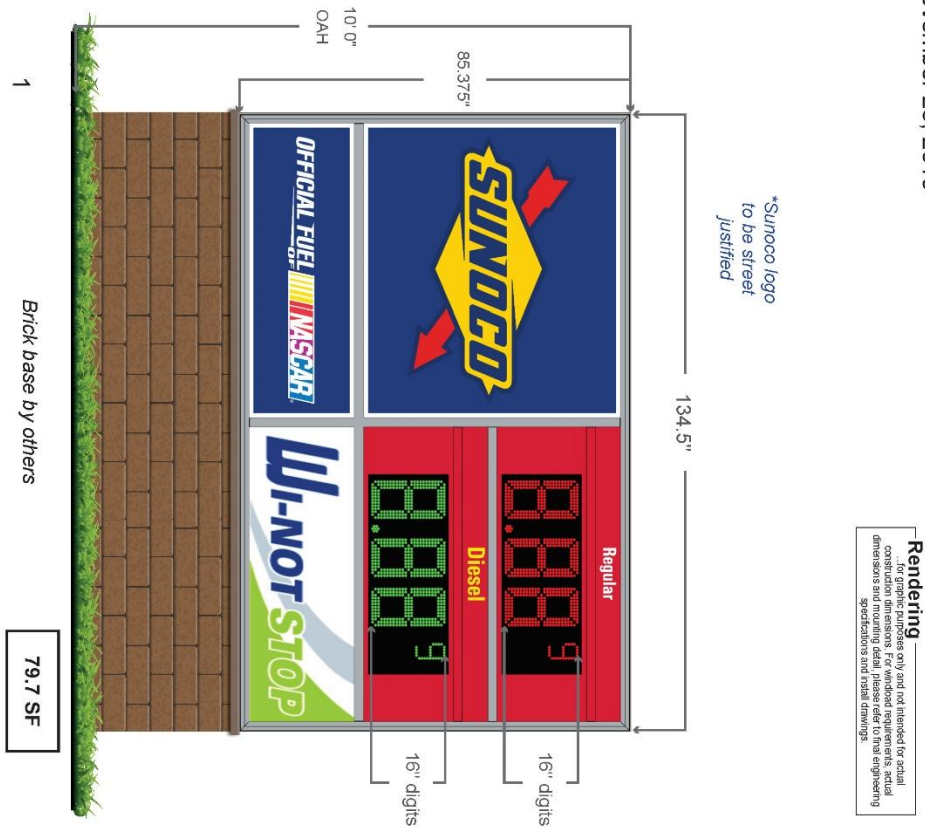




November 25, 2019



Overlay not based off of actual dimensions



November 25, 2019

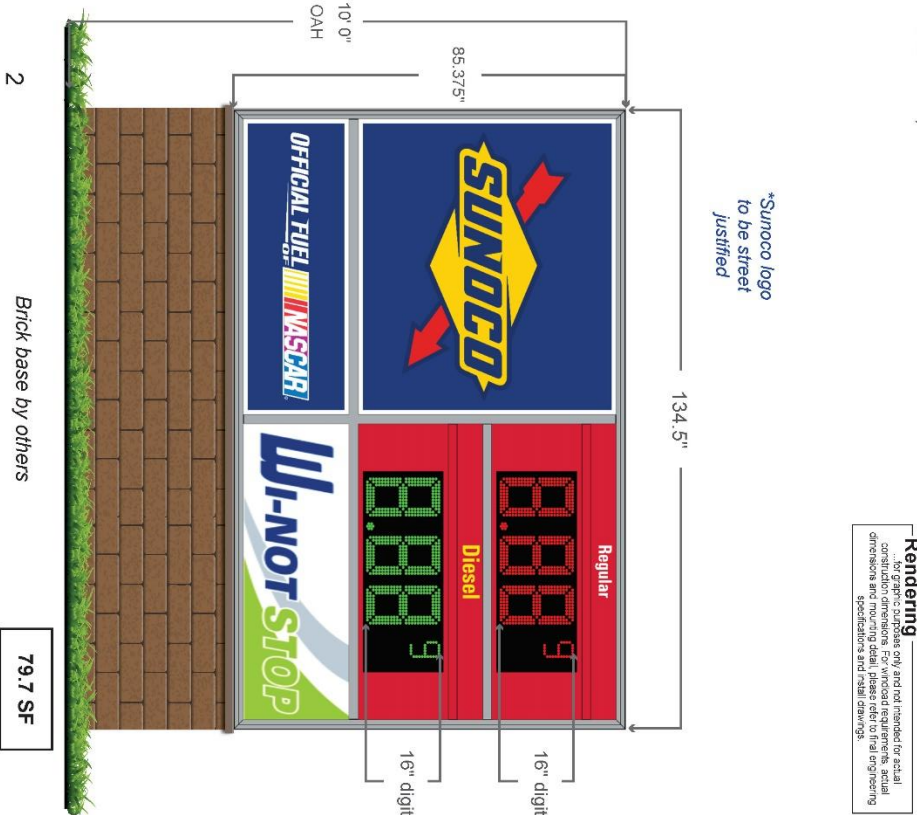


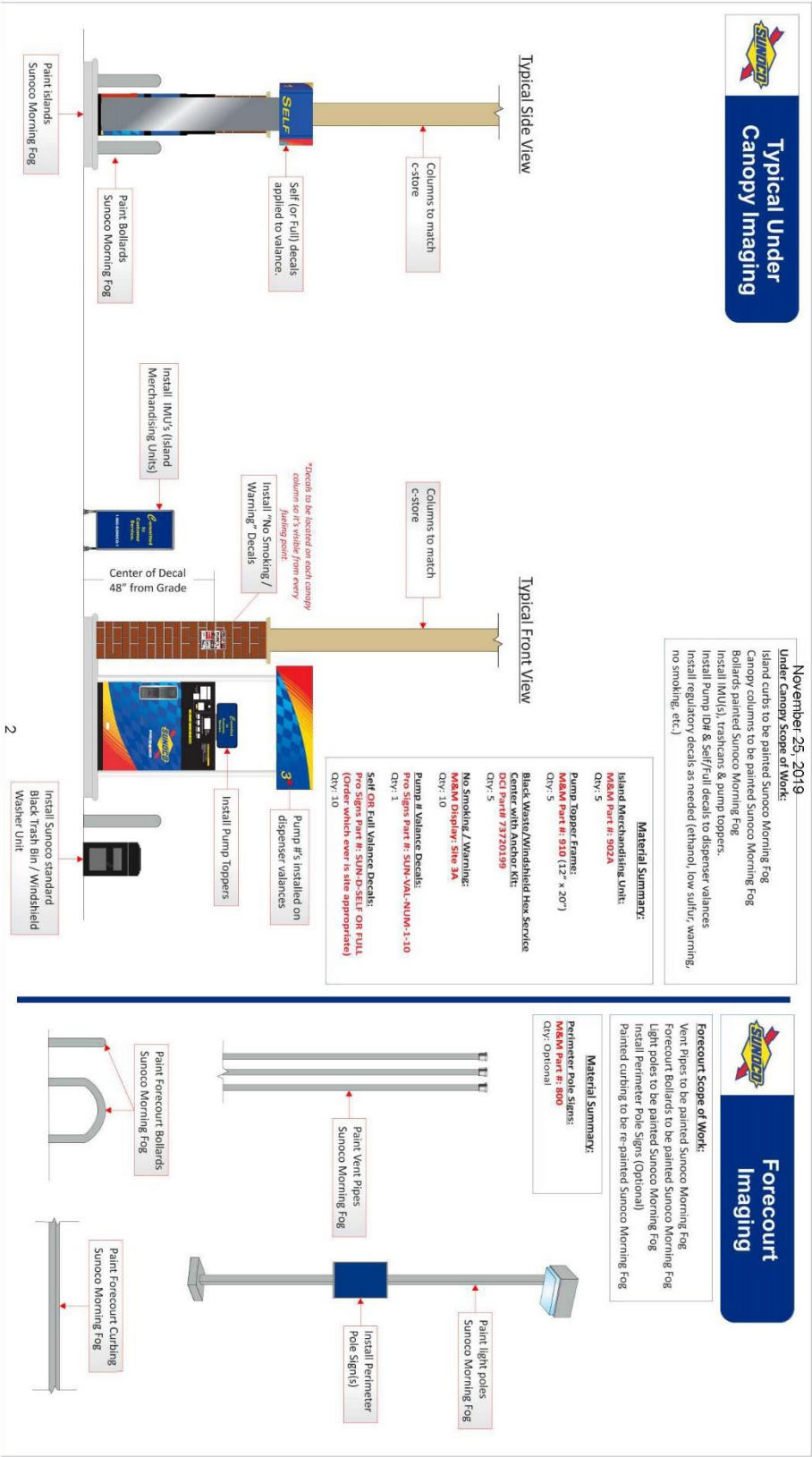
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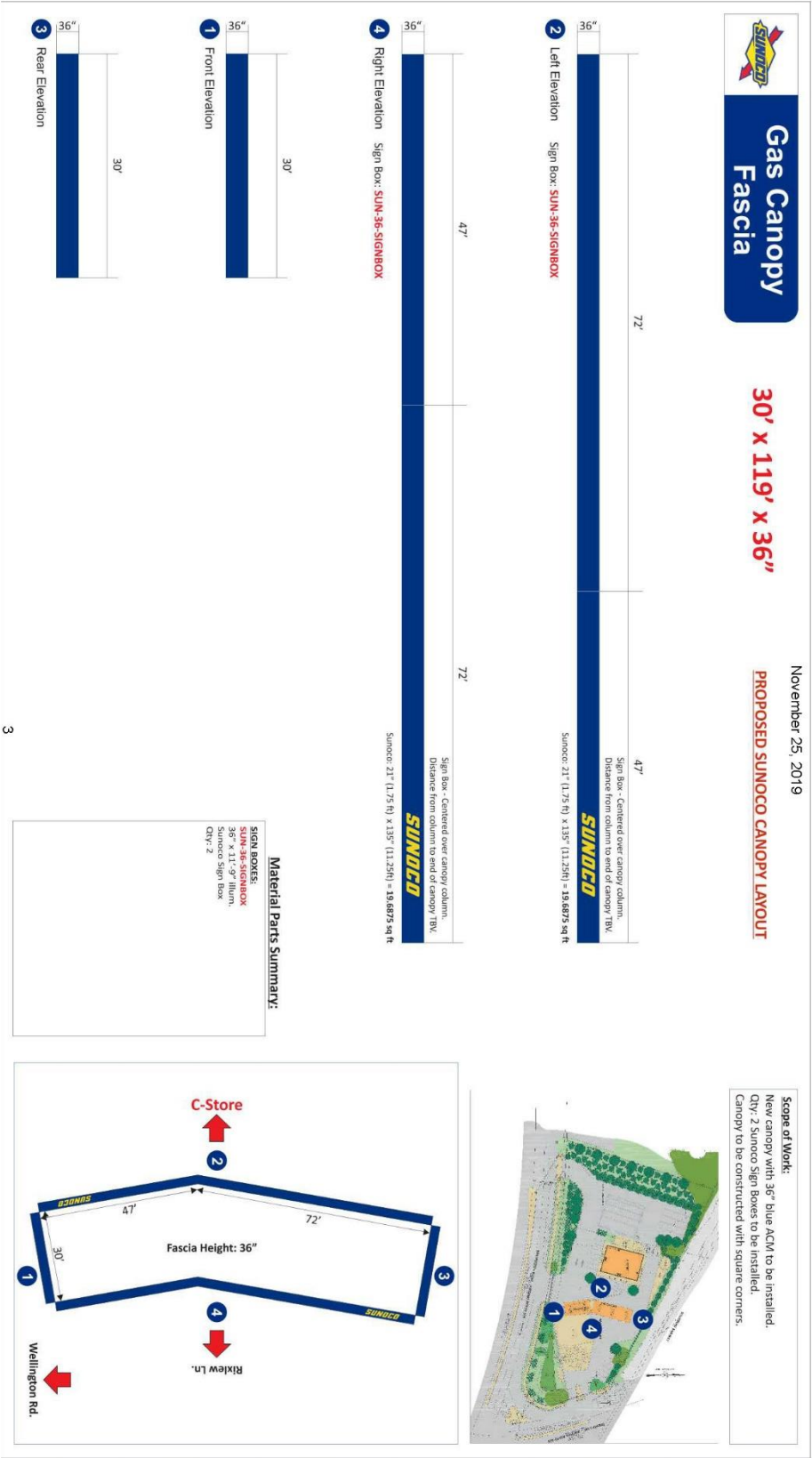


AFTER

Overlay not based off of actual dimensions







Historical Commission Resolution

HISTORICAL COMMISSION RESOLUTION

MOTION: VAN DERLASKE

May 14, 2019
Regular Meeting
Res. No. 19-029

SECOND: SMITH

RE: LAND DEVELOPMENT RECOMMENDATIONS

ACTION: APPROVED

WHEREAS, the Prince William County Historical Commission seeks to identify, preserve and protect historic sites and structures in Prince William County; and

WHEREAS, the Prince William County Historical Commission's review of pending land development applications assists in determining the necessity for cultural resource surveys and other research and evaluations; and

WHEREAS, the Prince William County Historical Commission believes that the identification, preservation and protection of historic sites and structures throughout Prince William County is well served by this action;

NOW, THEREFORE, BE IT RESOLVED, that the Prince William County Historical Commission does hereby recommend to the Prince William County Planning Commission the action(s) noted for the following properties:

<u>Case Number</u>	<u>Name</u>	<u>Recommendation</u>
SUP2019-00041	Gainesville Associates Data Center FAR	Report provided requires significant revision and resubmittal. If Phase III data recovery study is warranted by the new report; artifacts to be donated to and curated with the County.
REZ2019-00025	Westview 66 Proffer Amendment – 2nd Submission	No Further Work
REZ2019-00014	Shops at Wiser Village Proffer Amendment – 2nd Submission	Request applicant fabricate and install an historical marker at the property with text to be provided by the Historical Commission. Marker to be donated to the Historical Commission for inclusion in the Historical Marker program.

Historical Commission Resolution

May 14, 2019
Regular Meeting
Res. No. 19-029
Page 2

<u>Case Number</u>	<u>Name</u>	<u>Recommendation</u>
SUP2019-00024	Shops at Wiser Village 7-Eleven - 2nd Submission	No Further Work
PFR2018-00023	Lake Ridge Skate Park Charlie Boone Memorial Park	Request proximity to Fairfax Cemetery be noted on the plan.
PFR2019-00015	Columbia Gas - First African Episcopal Church	No Further Work
REZ2019-00023	Wellington Road Wi-Not Stop	No Further Work
REZ2019-00033	Saratoga Hunt - Parcel O Proffer Amendment	No Further Work
REZ2019-00035	Occoquan View Court Proffer Amendment	No Further Work
REZ2019-00036	Bayshore Moving & Storage	No Further Work
SUP2019-00044	Haymarket Motor Vehicle Fuel Station	Table

Votes:

Ayes: by acclamation

Nays: none

Abstain: Johns

Absent from Vote: None

Absent from Meeting: Burgess, Cunard, Davis, Duley, Johnson

MOTION CARRIED

ATTEST:



Secretary to the Commission